





## For Sale.

**MacEWEN, FRICKEL & Co.**  
No. 53, Queen's Road East,  
(Opposite the Commissariat),  
ARE NOW LANDING, EX  
BRITISH BARQUE  
"STILLWATER"

**DEVOE'S NONPAREL**  
**BRILLIANT**  
**KEROSENE OIL,**  
150° test.

**SPARTAN COOKING**  
**STOVES.**

**FAIRBANKS SCALES.**  
OAKUM.  
TAR.  
TURPENTINE.

EX "AMERICAN MAIL"

**CALIFORNIA**  
**RACKER**  
COMPANY'S BISCUITS—5 lb  
tin, and also.  
Alphabetical BIS-  
CUITS.  
Fancy Swiss and  
Biscuits.  
Ginger CAKES.  
Soda BISCUITS.  
Oyster BISCUITS.

Cracked WHEAT.

CORNMEAL.

CONDENSED MILK.

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## Mails.

**NOTICE.**  
**COMPAGNIE DES MESSAGERIES**  
**MARITIMES.**  
**PAQUEBOTS POSTE FRANCAIS.**  
**STEAM FOR**  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ, ISMAILIA,  
PORT SAID, SYRIAN PORTS,  
NAPLES, MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
PONDICHERY, MADRAS, CALCUTTA  
AND ALL-INDIAN PORTS.

ON THURSDAY, the 7th September,  
1882, at Noon, the Company's S. S.  
DEUMAH, Captain de Boussett,  
Baton, with MALES, PASSENGERS,  
SPECIE, and CARGO, will leave this Port  
for the above places.  
Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.  
Shipping Orders will be granted until  
Noon of 6th September, 1882.  
Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m., on the  
6th September, 1882. (Parcels are not to  
be sent on board; they must be left at  
the Agents' Office.)  
Contents and value of Packages are re-  
quired.  
For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, August 26, 1882.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF

SAIGON, will be despatched for San

Francisco, via Yokohama, on FRIDAY,

the 15th September, 1882, at Noon, taking

Passengers, and Freight, for Japan, the

United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Indian Oceans of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers, who  
have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. Pre-Paid Re-  
turn Passage Tickets, available for one year,  
will be issued at a Discount of 25% from  
Return Fare. These allowances do not apply  
to through fares from China and Japan to  
Europe.

Freight will be received on board until 4  
p.m. on the 14th September. Parcel Packages  
will be received at the office until 5 p.m.,  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Agents, and consular Invoices, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50, Queen's Road Central.

CHAS. D. HARMAN,  
Acting Agent.

Hongkong, August 29, 1882.

## Intimations.

THE CHINESE MAIL.

THIS paper is now issued every day.

The subscription is fixed at Four

Dollars per annum delivered in Hong-

kong, or Seven Dollars Fifty Cents in-

cluding postage to Coast ports.

It is the first Chinese Newspaper ever

issued under purely native direction. The

chief support of the paper is of course

derived from the native community,

amongst whom also are to be found the

guarantors and securities necessary to

place it on a business and legal footing.

The projects, basing their estimates

upon the most reliable information from

the various Ports in China and Japan,

from Australia, California, Singapore, Po-

nam, Saigon, and other places frequented

by the Chinese, consider themselves justified

in guaranteeing a large and ever-increasing

circulation. The advantages offered to ad-

vertisers are therefore unusually great, and

the foreign community generally will find

it to their interest to avail themselves of

them.

The field open to a paper of this descrip-

tion—conducted by native efforts, but

progressive and anti-obstructive in tone—

is almost limitless. It is on the one hand

commanded Chinese belief and interest,

while on the other it deserves every aid

that can be given to it by foreigners.

Like English journals it contains Editorials,

with Local, Shipping, and Commercial

News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,

China Mail Office.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-

## Entertainment.

**NOTICE.**  
**POSITIVELY THE LAST DAY**  
**OF**  
**G. CHIARINI'S**  
**ROYAL ITALIAN**  
**CIRCUS & MENAGERIE.**

STONOR CHIARINI having made ar-  
rangements with the Agents of the  
S.S. Clifton, to sail for Saigon, on SUN-  
DAY, September 3rd, takes pleasure in an-  
nouncing to the Public of Hongkong, that his  
TWO LAST FAREWELL PERFORM-  
ANCES will take place TO-DAY, the 2nd  
of September, at 9 p.m., with a BRIL-  
LIANT PROGRAMME.

N.B.—To-day, there will be Two PER-  
FORMANCES, one at 4 and another at 9  
p.m., being positively the last of the  
season.

L. MAYA,  
Secretary.

Hongkong, September 2, 1882.

## Insurance.

**MANCHESTER FIRE INSURANCE**  
**COMPANY OF**  
**MANCHESTER AND LONDON.**

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling

of which is paid up—£100,000

Reserve Fund upwards of £120,000

Annual Income—£250,000

THE Undersigned have been appointed

Agents for the above Company at

Hongkong, Canton, Fookchow, Shanghai,

and Hankow, and are prepared to grant

Insurance at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

## Mr. Andrew Wind,

NEWS AGENT, &c.

133, NASSAU STREET, NEW YORK;

is authorized to receive Subscriptions.

Advertisements, &c., for the China Mail,

Overland China Mail, and China Review.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship

"Ningpo,"

Captain R. Cass, will be

despatched for the above

Port on MONDAY, the 4th Instant, at

Noon.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, September 2, 1882.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship

"Ningpo,"

Capt. WISSENY, will be

despatched for the above

Ports on TUESDAY, the 5th Instant, at

Noon.

For Freight or Passage, apply to

DOUGLAS LAIRDALE & Co.

Hongkong, September 2, 1882.

AUSTRO-HUNGARIAN LLOYD'S

STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, ADEN, SUEZ, PORT

SAID, AND TRIESTE.

(Taking Cargo at through rates to CAL-  
CUTTA, PERSIAN GULF PORTS,  
ODDESSA, and the

MEDITERRANEAN PORTS.)

The Co.'s Steamship

"Poros,"

Capt. T. Koss, will be

despatched as above on

WEDNESDAY, the 6th September, at

4 o'clock p.m., instead of as previously noti-

fied.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, September 2, 1882.

PUBLIC AUCTION.

THE Undersigned has received instruc-

tions to Sell by Public Auction, on

TUESDAY,

the 5th September, 1882, at 2 p.m., at his

Sales Rooms, Queen's Road,

AN INVOICE OF

JAPANESE WARE, &c.,

comprising—

TEA AND COFFEE SEYS, KANGA, SATSUNA

AND IMBAY VASES, JARS, BOWLS, CADD

DISHES AND ORNAMENTS, BRONZES,

&c., &c., &c.

TERMS OF SALE—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, September 2, 1882.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Chartered S.S. Monty,

having arrived from the above Ports,

## To-day's Advertisements.

**REPORT OF THE TRIAL—REAR-ADMIRAL**  
**(on the Complaint of D. E. Bandman)**  
**versus R. HARRIS-SMITH.**  
Copies may be had at the China Mail  
Office—price, 50 cents.

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be responsible for

any Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:

—EORAN, British steamer, Captain T.

Thomas, Arnold, Karberg & Co.

—CARNEMUELL, British steamer, Captain G.

Castro, Arnold, Karberg & Co.

—CHARLES BERT, German barque, Capt. C.

Hufschmidt, Siemens & Co.

—EUN'S KUN, British ship, Captain J.

Fleming, Gibb, Livingston & Co.

—FELICIA, German steamer, Captain A.

Müller, Siemens & Co.

—MADIAN, British steamer, Capt. W. H.

Bradley, Thos. Howard & Co.

—MAGENTA, British brigantine,



the Colonies must be a very uninteresting one indeed. While agents possess no power of discrimination, or fail to use the facilities they have, our telegraphic supply must continue to be lamentably feeble and sadly unsatisfactory.

Mr. Charles Vandeleur Crough, having reported his return to the Colony, resumed his duties as Deputy Superintendent of Police, and Superintendent of the Fire Brigade, on the 20th ultimo.

The Administrator has accepted the resignation of Mr. Cressy Evans, Clerk to the Chief Justice and Acting Registrar of the Supreme Court. Consequently on Mr. Evans' resignation, His Excellency has been pleased to appoint Mr. Herbert Mainwaring Baily, to be Acting Clerk to the Chief Justice and Acting Deputy Registrar of the Supreme Court, from the 20th instant.

We are sorry to have to record the death of Mr. Chan Tai Kwong, an old and tried Government servant, and a well known member of the Chinese community. Mr. Chan Tai Kwong has been in poor health for some time, and yesterday succumbed to a complication of disorders in the Civil Hospital, aged 56 years. Born in Canton in 1827, Mr. Chan Tai Kwong was educated in St. Paul's College, and afterwards studied for some time in England. Somewhere amongst the fifties he was opium farmer in Hongkong, but this did not prove by any means a money making speculation, and some years later he went out as Emigration Interpreter to Demerara. He remained there for about ten years, when he returned to Hongkong, and joined the Supreme Court staff as Chinese Clerk and Sheriff of the Summary Jurisdiction Court. From then up to the time of his death he has remained on the staff, at one time doing the duties of Cough's interpreter in conjunction with his other work. Recently Mr. Chan Tai Kwong has been engaged as translator to the Supreme Court.

The Colonial Secretary (the Right Hon. the Earl of Kimberley) has, on reconsideration, decided not to carry out the declared intention of discontinuing the salaries of the Colonial Chaplains in the Straits Settlements. His decision is the result of a protest and memorial presented to him by Sir Frederick Weld and the members of the Council at Singapore, all of whom unanimously deprecated the withdrawal of the grant in such an unexpected and uncalculated manner. It speaks well for the Colony, and shows how remarkable must be the fellow-feeling there, when it is considered that the Governor and Chief Justice, though both staunch Roman Catholics, were both prominent in expressing themselves in the matter, and earnestly exerted themselves for the good of their brother Christians of the Protestant community. The Roman Catholics were also equally prominent in their efforts to induce the authorities at Home to let well alone, and the expression of feeling has been as strong from all sides, that Lord Kimberley has very graciously yielded to it. Perhaps the sister colonies of Ceylon and Hongkong will take a hint from their fellow-countrymen at Singapore, and refrain from the expression of feeling if forwarded in the proper way, may naturally be expected to produce the same result as that which has been attained in the Straits Settlements by the united energies of the inhabitants.—Pioneer.

## THE LAW OF STORMS.

[COMMUNICATED.]

The great and pressing need for further practical information on the "Law of Storms" is now universally admitted. This need has been brought home to us in Hongkong on more than one occasion with bitter force, and as residents in China, and more especially the seafaring population are vitally interested in the laws which govern storms which are periodically the cause of loss of life and property, these remarks are written with the view of still further interesting mariners and others in the matter.

There are many much older and more experienced shipmasters, in these waters than I whose experiences would be simply invaluable could they be induced to publish them in connected form, but the well-known repugnance of seafaring men to literary effort, along with many other considerations, almost precludes the hope that any of our older brethren will be induced to write on the subject.

The times are changing, fast in the East as elsewhere, and the increased speed demanded by the public all tend to increase the burden of care and responsibility laid on the shipmaster, who, if he wants to succeed in his profession, must recognize the fact that he must change with the times, and learn to adapt himself to altered circumstances, often a difficult matter for the conservative species of the genus homo which sailors are supposed to be.

To such men as Colonel Copper, Colonel Reid, Mr. Redfield, Professor Dove, Dr. Thoms, and that true friend and benefactor of seamen Piddington, with many others, we are indebted for the development of the theory of the "Law of Storms" into practical rules for the use of mariners. More recently the laborious researches of the Rev. Father Dechreux of the Zingaw Observatory and Mr. E. Knipping of Yokohama have thrown great light on the storms of the Chinese and Japanese seas, and to these two learned gentlemen the gratitude of the civilized world is due, while to those who look with great hope and confidence that their labours will be rewarded by the discovery of all that remains to be known with regard to cyclones. To this end it is necessary that they be supplied with full and detailed observations of every storm that occurs in these waters by all those who have the time and opportunity; and let no one imagine that any detail is too insignificant to notice, as great discoveries often result from what appear to be trifles.

The scheme of the Chamber of Commerce will utilize the services of all land vessels in collecting observations, but must not be forgotten that persons on land possessed of a good Barometer and the will to observe can render excellent service though they may be far removed from the sea. It is

very desirable that a cheap and efficient form of wind gauge could be devised for use on shipboard, as much perplexity is often caused by estimating the force of the wind, a thing that no two people do alike. A land Anemometer appears to be the only instrument available for use on a board a ship, and to it there appears to be some objections. For recording observations both at sea and on shore no system is better than Deaforest's notation, which saves time and frees the pages of log books from much extraneous matter. Its much to be desired that a uniform system of recording meteorological observations could be established, at least on board of English ships. Annexed is the form I use myself:—

Remarks.	Barometer.	Thermometer.	Wind.	Cloud.	Force.	Direction.	State of sky.	Time.	Date.
Barometer.	30.02	81.0	W. 40	100	10	W. 40	100	10	10
Thermometer.	81.0	81.0	W. 40	100	10	W. 40	100	10	10
Wind.	W. 40	W. 40	W. 40	W. 40	W. 40	W. 40	W. 40	W. 40	W. 40
Cloud.	100	100	100	100	100	100	100	100	100
Force.	10	10	10	10	10	10	10	10	10
Direction.	W. 40	W. 40	W. 40	W. 40	W. 40	W. 40	W. 40	W. 40	W. 40
State of sky.	100	100	100	100	100	100	100	100	100
Time.	10	10	10	10	10	10	10	10	10
Date.	10	10	10	10	10	10	10	10	10

With regard to the names given to circular storms there seems to be a good deal of latitude practiced by seamen, and the general public, as we constantly find the same Cyclone, Typhoon, Gale, Hurricane, made use of and sometimes in speaking of the same storm. There is no doubt that Piddington's term "Cyclone" is the most appropriate as expressing a circular motion without admitting the circle to be a true one as we now know it is not, and moreover the term is now in general use by meteorologists all over the world.

The Rev. Father Dechreux has placed it beyond a doubt that the storms originating in the Pacific and those originating in the heart of the Asiatic Continent are simply aerial currents travelling with the currents proceeding from a region of high pressure to one of low.

The former are essentially Summer Cyclones, the latter winter ones. So far as we know the Summer Cyclones have developed two distinct systems of tracks. One class of storms travel from East to West with a motion seldom exceeding 20 miles an hour, with great depth of atmospheric pressure and fairly distinctive form. They are not felt north of Canton and are of comparatively small diameter. The second class of Summer Cyclones travel from South to North in the first portion of their track or from S.E. to N.W. when they either recur to the N.E. into the Japan Sea or continue on into the Yellow Sea and northwards as far as Siberia. They travel with the southern portion of their course going up as fast as they get north till they attain an average speed of 30 to 40 miles an hour. These are the storms which have been felt in Shanghai, and which annually work havoc on the northern coasts of China. The winter cyclones invariably travel from West to East with an average speed of 20 to 30 miles an hour, and are seldom felt South of Lat. 30° N. Their violence is often equal to the summer cyclones, while their depth of atmospheric pressure is less.

The China Sea Directory has the following remarks on page 3, vol. iv. under the head, "Sea of Japan and East Coast of Korea," "From October to December heavy gales are sometimes experienced, generally commencing at South, veering to West, and ceasing at N.W." This is caused by the southern part of a cyclone travelling East, as will be apparent to anyone who will place a storm cell on the chart. This goes to prove the correctness of the Rev. Father Dechreux's theory, not to the northern winter storms, and whose deductions with regard to others I have just quoted. See "The Typhoon of the Chinese Seas for the year 1880," by Marc Dechreux, S. J., published by Messrs Kelly & Walsh, Shanghai.

On one occasion, October 25th, 1880, I experienced one of these northern storms and had an opportunity of proving the correctness of Father Dechreux's track theory. The particulars will be found in the above-mentioned work. The tracks laid down by Father Dechreux for the summer cyclones will be found very similar to those given by Piddington in Chart No. iv. of the Korea Book, and to the northern winter storms, and whose deductions with regard to others I have just quoted. See "The Typhoon of the Chinese Seas for the year 1880," by Marc Dechreux, S. J., published by Messrs Kelly & Walsh, Shanghai.

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The two learned gentlemen before alluded to have proved, independently of one another, that the wind at the centre of a cyclone describes a helical curve, rising parallel to the axis of the storm, thus allowing the air to escape towards the upper regions and maintaining an area of low pressure within the vortex which would otherwise be impossible. The air escaping above, descends from the centre, is cooled and descends with the sea, causing the rain from the surface, and thus causing the rotation of rain by which cyclones are accompanied. We have thus in every cyclone two disks of air revolving in opposite directions. In the lower disk the wind blows towards the centre, in the upper disk it is the reverse. Observation has proved that the centre of the wind in the lower disk is not the same in every part of the cyclone. It is greatest in the rear semi-circle, away from the centre, decreasing gradually with the distance. Near the centre the winds are almost circular and enclose the well-known calm space. The centre of the calm is at the centre of the storm, but not in its lower layers of air. The exact amount of indent is not yet

known and in all probability varies slightly in different storms, and this furnishes one great reason for observers being especially careful in noting the direction of the wind in these storms, so that a definite rule may be established. So far as the question of lying to gales, no harm can result from men sticking to the old rule of eight points for the bearing of the centre, as a difference of bearing does not affect the rule. But in the case of having to run before the wind great care and judgment must be exercised, as no close with the centre. A close watch on the Barometer, the side of the sea, and the increased frequency of the squalls or the reverse and their violence will generally enable the seaman to judge if he is getting nearer the centre, and then if he has sea room it is best to err on the safe side. It seems pretty well established that the lower the Barometer, the lower the centre, and the more the Barometer falls, the more the centre will be closer to the centre than the same reading behind it.

There is good reason to believe that the bearing of the centre in front is always less than the rear (Knipping). Indications of the approach of a Cyclone on the coast of China as deduced from my own experience and verified by comparing notes with others:—

Northerly wind and falling Barometer during the Cyclone season, a sure sign. A close watch on the Barometer, the side of the sea, and the increased frequency of the squalls or the reverse and their violence will generally enable the seaman to judge if he is getting nearer the centre, and then if he has sea room it is best to err on the safe side. It seems pretty well established that the lower the Barometer, the lower the centre, and the more the Barometer falls, the more the centre will be closer to the centre than the same reading behind it.

Barometer unusually high, with a loud angry looking sea. Piled up coppery cumuli at sunset, with sometimes an unearthly greenish blue tint in the sky. This was very noticeable as a harbinger of the cyclone of September 1874.

A fiery red western sky at sunset so peculiar that it cannot fail to be observed. A close oppressive feel in the air. Falling Barometer with equally East and S.E. winds.

A heavy bank of cloud rising up to the sea level, and East to South-East with a peculiar small feel from the East. The blue black wall of cloud of the great cyclone of that year (Bay of Bengal) apparently just forming off the Island of Narcondam. The cloud was so dense and tangible that passengers mistook it for land. The cloud was repeatedly seen from a distance of about 10 miles from the China Coast.

Low rapidly drifting sand is an invariable precursor South of Lat. 25° N.; further North it is not so perceptible till the cyclone has fairly set in.

## Police Intelligence.

(Before H. E. Waddell, Esq.)

Saturday, Sept. 2.

Chiu Achai, coolie, was convicted of stealing one pair of shoes from Yip Ahing, shoemaker, and sentenced to four weeks' imprisonment with hard labour.

Cheng Anlin, fireman, Tam Ashun, rice-pounder, Li Ahik, hawker, and Nu Ahun and Li Ahit, two boys, were charged with public gambling in No. 19, Market Street, on the 1st instant.

Mr. Ho Kai appeared for the prisoners. The house in which the defendants were arrested has been known to the Police as a notorious gambling house for a long time, but owing to the system of watching employed by the gamblers it has been impossible to succeed in surprising them until yesterday. Inspector Perry, who has had his eye on this place for a long time, past, and with Mr. Ho Kai, who is a friend of the house, was successful in getting into the house without the inmates being warned, handed over the warrant to the Sergeant on duty in Market Street on the 22nd ultimo, giving him instructions to enter the house when he had reason to think gambling was going on, and to hand over the warrant to the constable who succeeded him on the 1st instant. About five o'clock yesterday evening the Sergeant entered the house, and arrested the five defendants whom he caught trying to make their escape from one of the rooms of the first floor where he found some gambling implements. Inspector Perry gave the order to search the house, in which the defendants were apprehended, along with the houses on either side of it, were frequented by the worst class of men in Tai Ping Shan, and constituted a great nuisance to the neighbourhood. The gamblers kept constant watch on the other side, and while a constable was on the other side, he had several people convicted of gambling in front of the house. He knew the first defendant lived in the house, and arrested him on the 6th March this year, while coming down the smoke hole of a house adjoining one in which several people were caught gambling. The three defendants were arrested and charged on a previous occasion with gambling, but was discharged because the evidence against him was insufficient. The Inspector did not know the fourth and fifth defendants, but he was aware that the house in which they were arrested was a haunt for a class of boys, known to the Chinese as Nagan Wong Tsai, who were generally seen several people who waited about in groups and engaged in gambling, thieving and other bad practices. On four occasions a number of persons had been arrested in the house No. 17 Market Street, and convicted of gambling; and on each occasion a lawyer had been employed to defend the parties and the fines paid.

The Magistrate in passing sentence said he hoped the penalties imposed would prove a warning to the other houses in the vicinity in which gambling was carried on. He fined the first defendant \$200 or six months' hard labour, the third \$50, or three months' hard labour, the second \$25, or six weeks' hard labour, and the two boys \$5, or fourteen days' imprisonment in solitary confinement each.

ASSAULT BY A NAVAL YARD CONSTABLE ON HIS WIFE. Hugh Lewis, Naval Yard Constable, appeared on remand, to answer a charge of assault committed against him by his wife Florence Lewis.

It will be remembered that the case was remanded to allow of Dr. van der Horst appearing to give evidence regarding the habits of the complainant. To-day that gentleman said the complainant waited on him on Thursday, and complained of having been hurt by the defendant, and found a contusion on the left side of his face, extending from the temple across the cheek. He found no mark on the side, but it did not necessarily follow that there would have been marks if she had been kicked. He did not consider that she had been badly hurt.

In answer to the defendant, the witness said he attended the complainant twice a month ago when she was suffering from a pain in her side.

The defendant said he caught the complainant by the side because she was throwing everything out of the window, and also received the mark on the face by knocking it against the window while she was doing so.

The defendant was fined \$10, or three weeks' imprisonment, and bound over to the good behaviour of the peace for three months.

## Canton.

September 1st.

The Government College for teaching English has been opened at Whampoa. Its object is to train cadets for the Government Civil Service. About 60 lads have passed the preliminary examination and have entered upon their studies.

A company has been formed for the manufacture of paper in Canton. The machinery has been purchased and preparations are being made to erect mills and factories. It is well known that Chinese paper is made from bamboo; whether cotton-made paper will be cheaper is a question. The company are very sanguine of success their undertaking.

Another indication of progress is the establishment of a machine printing-office in 16th ward, where the proprietor seems to be driving a brisk trade.

The triennial examinations for Ku Yan will be held in about three weeks, that is on the 13th of next Chinese month when they enter the Examination Hall. Great preparations have been made and students are flocking in.

We are still pestered with dogs. Am sorry that my *curioso* remarks in your paper the other day have passed unheeded, save the letter of "the Governor" which appeared in your Friday night issue.

A right-minded man and has written wisely and well. Like most Governors he is a little morbidly anxious about the figure we cut "in the eyes of surrounding nations." It is satisfactory to find how completely he has acquired his Council of any blame in the matter of "mad dogs."

SIR JOHN HENNESSY IN ENGLAND. The "Confucian in Parliament" writes thus in the L. & C. Express:—

Changing spots seems contagious. The novelty is patronized by Mr. Philip Callan, himself. The too general manner for Louth, with whom Mr. A. M. Sullivan actually refused to sit, and rather than put up with the unpleasantness, ran the risk of defeat at another election. He has actually been put in a virtuous Don Quixote. A certain Act was about to be discussed on Wednesday, when that hon. and sensitive gentleman was shocked to see some ladies making their way to the Ladies' Gallery. This was too much for the rejected of the Reform Bill, and he "spoke" accordingly. I was sent by the master to apprise the fair ones of the delicate position of affairs, and although I gently announced my mission, with the courtesy of an oriental Sir Roger de Coverley, I was firmly told to look after my master, whose wig needed all my tender care. My solicitations were thrown away. One, whom I addressed:

A fairer or a gentler she. A lordling used in her dress, Man's eyes might never have to see, did not miss matters. She told me I might go with all speed and apologize to "that right whiff" the "Owen-McCarthy" formed his fair deputation that the Chinese ladies be the most modest in the world.

By the way, Sir John is a constant visitor to us now. He sits cheek by jowl sometimes with Mr. Bradburgh, occasionally with Cardinal Manning, and is always in the company of the noble lords and ladies of the House of Commons. My countrymen, who have benefited by his administration in Hongkong intend to present Sir John Hennessy with a testimonial to mark their due appreciation of the zeal and tact which Sir John brought to bear in that colony in harmonious class with class.

I have been consulted as to what form the testimonial should take. It is a delicate matter, with a few exceptions. This is hardly necessary in a tropical climate. How vines would add to them! I give up the Hawaiian as a voter or legislator. He commits *hara hara* with the ballot as some negro majorities would have done. As a man, however, he is the pleasantest fellow I have met. The negro is jolly but far from coming up to the Hawaiian in point of chronic cheer. The latter is wreathed in smiles and in flowers; see the impromptu cavalcade that greets you at every Hawaiian port. I never can forget the smiling faces of my countrymen. I long to see them again.

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Doctors rather than soldiers seem to be the need of the islands. The Hawaiian is the sick man of the Pacific. Military and other nonsense is killing the natives by diverting attention and resources from the terrible facts of the day, to provide against an army of physicians is better than an army of useless soldiers. This is a wrong idea in the Hawaiian Islands. Its insular wall will be the people's death dance. The native perishes with his simplicity.

Those of us are fortunate who knew the old time Kaniha with his kindly aloha; a child of the tropics, fanned by his gentle wind, fed from his gentle bow, but to be poisoned and swept away by the tales of civilization. May the days that remain to this race be made as peaceful and happy as possible.

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## THE COLQUHOUN EXPEDITION.

The Rangoon correspondent of the *Bombay Gazette* writes:—

Mr. Colquhoun was entertained to a dinner by the Pegu Club on Saturday. Mr. Burgess, Secretary to the Chief Commissioner, proposed the health of the guest of the evening, dwelling on his private character, courage, and the successful execution of a journey involving dangers and hardships. Mr. Colquhoun, in his speech, divided his journey into two parts—the first, dealing with the Canton river, and the second with the Yunnan country. The prominent characteristics of the river, he said, were that it was navigable by light-draught steamers for 400 miles; that the upper portion of the gorges and rapids, and that numerous fine cities, the evidences of former affluence due to the important carrying trade of Yunnan, were now fast decaying owing to the Mahomedan rebellion driving the traffic to the Yangtze river. As an instance of the unfriendly attitude of the inhabitants, he said that placards were issued offering a reward for the heads of travellers. In his journey unfriendly towns were avoided, and Chinese dress was adopted. Regarding the Yunnan country, he said that it was a mountainous plateau about 6,000 feet high, with ranges of 15,000 feet in the north, falling to 9,000 feet in the south. It was a country of contrasts, the scenery, climate, peoples, languages, and costumes changing rapidly. Numerous fine cities attest the former prosperity of the population. Opium, minerals, and tea were the main exports; the imports were cotton from Laos and Bhama, and also English salt and pig-iron from the latter place. He mentioned the fact that some of the Thilak, conveying tea, which were stopped at Shunmo by the intrigues of officials. An examination of the country he considered most important. He found from Shunmo to Talloa an easy road, but the route to the latter place was a difficult one, and the route to the latter place was a difficult one, and the route to the latter place was a difficult one.

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be dealt with hereafter. At Talloa the expedition ceased, and closed with a run of 4,700 miles. The route from Talloa to Bhama has been described by former travellers. His first attempt to reach Bhama was unsuccessful owing to the intrigues of his interpreter, and he turned back for part of the route, when he met a Roman mission, Pore Vial, who accompanied the party to Bhama, acting as interpreter. At Manwney Mr. Colquhoun met Lescot, who was connected with the notorious Margary tragedy, and was received cordially, but questioned regarding the Taping road, Lescot failed to mention that three Kachin chiefs had been treacherously executed by him shortly before a vendetta proclaimed against all comers from China. Mr. Colquhoun was compelled to make a detour of fourteen days through the hills under great privations, owing to heavy rains and the food supply of the party being exhausted. He reached Bhama on the 14th inst.

Mr. Wabach is seriously ill from the effects of the journey. Mr. Colquhoun goes to Simla en route to England.

## THE HAWAIIAN LABOUR QUESTION.

The following letter from Gen. S. C. Armstrong dated Hampton, Va., June 13, appears in the *Hawaiian Gazette*:—

I write on account of an article which appeared in the *Gazette* of April 19th, on the subject of the Hawaiian labour question, which I read with much interest, and especially during my island visit in the Summer of 1880. There seemed to be no difficulty as to the workmen's rights or treatment. Knocking down Chinamen was a thing of the past; for they go to law for that; according Chinese with advance wages, and about with impunity, rather the order of the day. A few laborers voted as they pleased: after a bar-bacone, with brass bands and flying banners to the polls and voted the opposite ticket, and their conditioned employer could do nothing, from the extreme scarcity of labor which compelled him to bargain with gloves. The planters rather than the hands were bulldozed. The political freedom of the Hawaiian and his independence as a laborer were absolute; beyond anything of the kind that I know of. He is poor because he is poor, and he makes, and if he didn't spend it he would be rich. He is poor because he is poor, and he makes, and if he didn't spend it he would be rich. He is poor because he is poor, and he makes, and if he didn't spend it he would be rich.

For all that, I pitied the laborer for the plain house he lived in, for the absence of wholesome home influences. He had shelter and enough good food, but nothing to attract him to his abode and was evidently not averse to change. Most of the planters were stagehands, and they looked like a compound interest hung over their heads like the sword of Damocles. In that life and death struggle it was hardly to be expected that they would devote themselves to making their laborers' quarters picturesque; but the labor problem was the hardest and most serious of all, and to take hold of it was to take hold of the laborer and his personal surroundings; the latter shape man as much as man shapes them.

American slavery had its bright side in the relations of master and slave. The "Old Cabin Home" is one of the loveliest of our traditions. Its patriarchal side, its tender devotion, was often as beautiful as its traffic in human flesh. The horrible spot in him, and one who looks for it seldom fails to find it.

A cure for laborers' quarters is, I believe, one of the best means of improving the relation of employer and employee, and of leading to high natural profit and safety. The best of time and money need be but trifling. Chrones which cost six dollars a hundred in the United States, or cuttings from the illustrated papers only, scattered in the quarters would be a good investment. I noticed a lack of cleanliness about workmen's homes; this looked like a dirty, with a few exceptions. This is hardly necessary in a tropical climate. How vines would add to them!

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## TELEGRAMS.

The following items are taken from Indian papers brought on by the S.S. *Moran*, Captain Tutton:—

London, 10 August, Morning.—The last advices from Alexandria state that all is quiet there. At a Banquet yesterday, at the Mansion House, Mr. Childers made a speech, in which he said that to-morrow the British troops would be landing daily at Alexandria. Mr. Gladstone said that England goes to Egypt with clean hands, and has no secret intentions, but merely to protect her interests which were identical with those of the civilized world.

London, August 12.—Mr. Gladstone, replying to a question in the House of Commons last night, said that Parliament will be prorogued on the 18th instant, until the end of October, and that the business of the autumn session will be confined to the discussion of Parliamentary procedure.

London, 13 August, Morning.—The *Observer* and



